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lightships and lighted buoys are replaced by small buoys more capable of resisting damage or loss. Topmarks and radar reflectors on remaining buoys are removed. Red reflectors may bleach causing a yellow reflection; care should be exercised not to confuse these with white reflectors.

Cautions

In conjunction with the establishment of GMDSS (Global Maritime Distress and Safety System), numerous medium frequency radiobeacons situated around the coast of Sweden are reported (1999) to have been discontinued.

Currency

The official unit of currency is the krona, consisting of 100 öre.

General

Sweden is located in N Europe bordering the Baltic Sea, Gulf of Bothnia, and Skagerrak, between Finland and Norway.

The climate is temperate in the S with cold, cloudy winters and cool, partly cloudy summers.

The terrain is mostly flat or gently rolling lowlands, and mountainous in the W.

Buoyage System

IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

In winter, floating aids to navigation could be damaged, drift, or be lost. Weather conditions may also necessitate their withdrawal from station. At the beginning of winter many

Firing Areas

Bay of Bothnia.—Lulea Archipelago.—Junkon.—Limits of gunnery range:

- 65°27.80'N, 22°20.45'E.
- 65°25.25'N, 22°25.25'E.
- 65°23.70'N, 22°17.95'E.
- 65°27.26'N, 22°15.96'E.
- 65°27.87'N, 22°20.45'E.

Government

Sweden is a constitutional monarchy. The capital is Stockholm.

Holidays

The following holidays are observed:

Jan. 1, New Year's Day; Jan. 6, Epiphany; Good Friday; Easter Monday; May 1, Labor Day; Ascension Day; Whit Monday; Midsummer's Day; All Saints Day; Dec. 25, Christmas Day; and Dec. 26, Boxing Day.

Ice

Icebreakers

The government of Sweden operates a fleet of state-owned icebreakers managed by the Swedish Maritime Administration. The icebreakers, which are manned by the Swedish Naval Forces, break ice between open water, and waters protected from sea ice, pack ice, and similar ice obstacles. Helicopters are based aboard some of these vessels and are utilized for reconnaissance purposes.

Municipal or private vessels may be contracted to assist state-owned icebreakers, when necessary. Helicopters are normally based on board some of the icebreakers for air reconnaissance and directing.

The ice breaking service is administrated by the Director of the Government Ice Breaking Service through local offices and, when necessary, through the regional offices in Malmo, Gothenburg, and Trollhattan.

In accordance with the Ice Breaking Ordinance, ships suitable for winter navigation can receive ice breaking assistance through the Government Ice Breaking Service in Swedish coastal waters and in sea routes to these waters between the open sea and waters which are protected from sea ice, drift ice, pack ice, or similar obstacles. Severe ice can to a certain extent, be determined by the Administration, be broken with the aid of the government service in Lake Vanern, Lake Malaren, and the Angermanalven River.

The following are the minimum requirements to be complied with if a ship is to be considered suitable for winter navigation:

1. The ship shall be classified as being of the highest ice class by a Classification Society approved by the state in question or shall otherwise have shown itself to be of a corresponding construction and strength at an inspection of seaworthiness.
2. The ship shall be equipped with propulsion machinery powerful enough for the ship to make its way through light ice or through broken channels within the belt of skerries without icebreaker assistance.
3. The ship shall be of at least 500 dwt.
4. The ship shall be provided with an approved radiotelephone installation and a VHF installation.
5. The stability of the ship shall be such that even when carrying deck cargo a certain amount of icing can occur without risk for capsizing.

The Executive Board of the Ice Breaking Service of the Administration issues directions and restrictions for sea traffic based on current and expected ice and weather conditions and on the ice breaking resources available. The restrictions issued include requirements concerning size, engine power, and ice strengthening (ice class) for those ships which can expect ice breaking assistance.

An icebreaker has the right to refuse assistance to a ship if it is known that the arrangements of the ship are not functional before the assistance, or if the ship, with regard to hull, engine power, equipment, or crew is in such condition that operation in ice can be presumed to endanger the safety of the ship, or if there is good reason to suspect that the ship is less suitable for operation in ice than what is generally expected for ships belonging to the same ice class.

Ships seeking assistance will be grouped in convoys whenever conditions require this. Dispensation from sea traffic restrictions which have been issued cannot be counted on. Direction for alternate ports can also be given.

Requirements for only one loading port and/or one discharging port and a certain minimum cargo can be laid down as a prerequisite for assistance. Ships can be obligated to give advance notice of arrival or of passage through a specified point or line to the state icebreaker or to the local office of the Government Ice Breaking Service.

The Executive Board of the Ice Breaking Service issues the relevant directions and restrictions and gives information concerning the areas of operation of the state ice-breakers daily during the ice breaking season in conjunction with the ice report supplied by the Swedish Meteorological and Hydrological Institute (SMHI).

The ice report and the relevant information from the Executive Board of the Ice Breaking Service are broadcast on Programme 1 in conjunction with the weather forecasts for sea area at 1555 hours local time. The same information is available in English by telegraphy and by telephone over certain coast radio stations and during the winter.

Requests for assistance from state icebreakers shall, when the state icebreaker (this term includes other ships used in the state ice breaking service) is in the waters where the assistance is required to be made to the captain of the icebreaker or to the nearest local office of the Government Ice Breaking Service, or otherwise to the Director of the Government Ice Breaking Service.

The director will decide whether, having due regard for the traffic directions issued, the ship in question can count on assistance from an icebreaker and if the ship shall utilize the services of an ice pilot in conjunction with this.

Ships which have not been granted the right to assistance from an icebreaker will be recommended to refrain from fulfilling the voyage in question. Ships which can count on assistance from an icebreaker will receive the necessary instructions for the voyage in question.

To provide for wintertime vessel traffic information needed by the Government Icebreaking Service and the state icebreakers, ships bound for harbors in the Gulf of Bothnia will be instructed, if necessary, to report their nationality, name, destination, speed, and ETA to the Stockholm Pilot Service when passing Svenska Bjorn (59 33'N., 20 01'E.).

The call and traffic channel to be used is VHF channel 84. Monitoring also takes place on VHF channel 16. Reporting may be carried out in Swedish or in English, using the IMO Marine Standard Phrases.

In connection with reporting, ships bound for specific harbors will be ordered to contact the relevant state icebreaker before passing a given point, to get information and directions as to the route and assistance.

Information on the reporting procedure will be given in daily ice reports and in coast radio station transmissions.

Unless otherwise agreed with the icebreaker providing assistance, ships shall monitor their radios continuously.

Unless special reasons indicate otherwise, ships in need of help will be assisted in the following order, no matter what their nationality:

1. Ships in distress or in need of help because of danger to the lives of those on board.
2. Ships destined for or coming from Sweden, Denmark, Finland, and Norway. In this case preference shall be given to passenger ships and ships carrying goods of special importance.

Other ships.

No charge is made for towing or other icebreaker assistance provided by state icebreakers in conjunction with the breaking of sea ice. Assistance is given to ships at their own risk. VHF-traffic shall be used for signaling between icebreakers and assisted ships. In case of failure on VHF, sound signals specified in the table of signals shall be used.

Vessels shall adhere to the following regulations when in company with an icebreaker, or in convoy:

1. All instructions given from the icebreaker shall be followed.
2. Particular attention shall be paid to the following:
 - a. A careful watch shall be kept for signals from the icebreaker or from other ships in convoy. The VHF channel specified shall be monitored continuously.
 - b. The propulsion machinery of the ship shall be constantly ready for rapid maneuvers.
 - c. The icebreaker shall determine when the ship is to be towed.
 - d. The ship shall be prepared to make fast or let go the towing cable at any time.
 - e. A ship, which is towed by an icebreaker, may only use its propulsion machinery in accordance with instructions given from the icebreaker.
 - f. If any ship should spring a leak or suffer damage in any other way, this shall be immediately communicated.
 - g. Ships which form part of a convoy and which have stuck in the ice shall keep their searchlights extinguished.
 - h. In difficult ice conditions, such as strong ice pressure or passage through heavy ice ridges, towing might be the only means for ensuring safe and effective assistance. Towing usually takes place by taking the vessel's stem into the towing fork of the icebreaker.
3. Instructions to the ship being assisted are usually given via VHF, on the dedicated assistance channel. If the radio transmission is disconnected, the instructions should be given by sound signals specified in the table of signals. Icebreakers equipped with both bass and treble sirens give signals in accordance with the following:
 - a. The bass siren is used for all the ships in the convoy.
 - b. The treble siren is used for the ship closest to the icebreaker.
4. Bass siren signals given from the icebreaker shall be repeated by ships throughout the convoy, as far as possible, in the order in which they follow the icebreaker.
5. Bass siren signals can be made clearer with the aid of signal with a white light visible all around the horizon at a distance of at least 5 miles and so arranged that it can be

given at the same time as and in conjunction to the sound signal.

6. State icebreakers show a blue light visible around the horizon at their masthead during the hours of darkness.

7. Ships which do not follow the traffic regulations and traffic instructions which have been issued or the orders given by the icebreaker can be refused assistance.

8. The Swedish State does not accept any responsibility for delay, damage, or other loss caused to a ship, its crew, passengers, or cargo as a result of ice conditions. Every ship is responsible for its own safety.

9. Finnish icebreakers are provided with two rotating red lights, one placed above the other, which are switched on when the icebreaker makes an unexpected stop or a sharp reduction in speed. The assisted ship(s) must then immediately take whatever measures are necessary to promptly execute full astern. Note that this warning signal is NOT used on Swedish icebreakers.

Table of International Signals Used in the Icebreaking Service in Denmark, Finland, Norway, and Sweden

The following signals, when made between an icebreaker and assisted vessels, have only the signification given in this table and are only to be made by sound or visual signals. All other communications shall be exchanged by radio.

Signal	Meaning
• - - -	Icebreaker support is now commencing. Use special ice-breaker support signals and keep continuous watch for sound, visual, or radiotelephone signals.
• - - - -	Icebreaker support is finished. Proceed to your destination.

A dot • means a short blast (flash); a dash – means a long blast (flash).

No.	Signal	Meaning (from the icebreaker)	Meaning (to the assisted vessel)
1	• –	Go ahead (proceed along the ice channel).	I am going ahead (I am proceeding along the ice channel).
2	• – •	Slow down.*	I am slowing down.*
3	– •	Stop your engines.	I am stopping my engines.
4	• • • •	Reverse your engines.	Reverse your engines. **
5	• • – • •	Stop your headway (given only to a ship in an ice channel ahead of and approaching or going away from the icebreaker).	I am stopping my headway.

No.	Signal	Meaning (from the icebreaker)	Meaning (to the assisted vessel)
6	— • — —	Be ready to take (or cast off) the tow line.	I am ready to take (or cast off) the tow line.
7	• • • • •	Attention.	Attention.

* “Slow down” means “Ease up your engines.”

** Assisted vessels may use this signal only as a repetition of an order given by an icebreaker.

Note:

1. The signal — • — by sound or light may be used by an icebreaker to indicate obligation to listen continuously on VHF radio.

2. If more than one vessels is assisted the distance between vessels should be as constant as possible; watch speed of your own vessel and vessel ahead. Should speed of your vessel reduce, sound the attention signal, • • • • •, to the following vessel.

3. The use of these signals does not relieve any vessel from complying with the International Regulations for Preventing Collisions at Sea.

Icebreaker Signals

See Pub. 117 for information on coast radio stations broadcasting ice forecasts.

State icebreakers continuously monitor VHF channel 16 when at sea. Calls to icebreakers can also be established by coastal radio stations; it is also possible to contact icebreakers by mobile telephone.

In order to utilize this method of communication, and if the vessel is not equipped with mobile telephone, she would have to work through MARISAT, a VHF marine operator or other coast radio station. VHF channel 16 is used as a calling frequency for traffic between the icebreaker and merchant vessels.

Vessels shall converse on and monitor other frequencies as the icebreaker may direct.

Industries

The main industries include iron and steel, precision equipment, pulp and paper products, processed foods, and motor vehicles.

Languages

Swedish is the official language.

Mined Areas

The location of former NEMEDRI mine danger area No. 10, in which residual dangers are still considered to exist, is given below.

Kattegat

All waters enclosed by the lines joining the following approximate positions:

- 57°19'N, 11°37'E.
- 57°01'N, 12°06'E.
- 56°49'N, 12°21'E.
- 56°21'N, 12°25'E.
- 56°18'N, 12°22'E.
- 56°16'N, 12°17'E.
- 56°38'N, 12°17'E.
- 56°52'N, 11°50'E.

The Sound

All waters enclosed by lines joining the following approximate positions:

- 55°39'N, 12°54'E.
- 55°39'N, 12°55'E.
- 55°38'N, 12°56'E.
- 55°37'N, 12°53'E.

The Sound South Approaches

All waters enclosed by a line joining the following positions and the coast of Sweden:

- 55°37'N, 12°59'E.
- 55°37'N, 12°57'E.
- 55°37'N, 12°56'E.
- 55°36'N, 12°55'E.
- 55°36'N, 12°55'E.
- 55°38'N, 12°55'E.
- 55°37'N, 12°53'E.
- 55°34'N, 12°49'E.
- 55°34'N, 12°48'E.
- 55°32'N, 12°44'E.
- 55°23'N, 12°44'E.
- 55°19'N, 12°42'E.
- 55°17'N, 12°41'E.
- 55°13'N, 12°41'E.
- 55°06'N, 12°50'E.
- 55°07'N, 13°10'E.
- 55°15'N, 13°10'E.
- 55°19'N, 13°09'E.
- 55°20'N, 12°59'E.
- 55°21'N, 12°57'E.
- 55°24'N, 12°57'E. (the S entrance to the Falsterbo Kanal)

Due to the residual danger of the possible existence of bottom mines laid during WWII, mariners are cautioned against anchoring or fishing in the following areas, which are best seen on the chart:

Åland Hav

An area enclosed by the parallels 60°21'N, and 6°15'N to the N and S, respectively; to the W by a line joining the following positions:

- 60°21.0'N, 18°58.8'E.
- 60°16.0'N, 18°53.6'E.
- 60°15.0'N, 18°53.6'E.;

and to the E by a line joining the following positions:

- 60°21.0'N, 19°08.9'E.
- 0°15.0'N, 19°06.8'E.

Northeast of Sandskan

An area enclosed by the parallels 58°26.5'N and 58°20.5'N and the meridians 17°22.5'E and 17°13.0'E.

Southeast of Haradskar

An area enclosed by the parallels 58°08.5'N and 58°03.0'N and the meridians 17°11.0'E and 17°02.0'E.

Southeast of Storklappen

An area enclosed by the parallels 57°50.0'N and 57°44.5'N and the meridians 17°04.0'E and 16°54.5'E.

Kungsgrund

An area enclosed by the parallels 57°41.5'N and 57°33.5'N and the meridians 17°06.0'E and 16°53.0'E.

Nidingen (57°18'N., 11°54'E.).

Stora Polsan (57°47'N., 11°32'E.).

South of Flatholmen (58°16'N., 11°25'E.).

West of Bonden

An area enclosed by the parallels 58°10.5'N and 58°13.5'N and the meridians 11°13.6'E and 11°18.0'E.

Pilotage

Pilotage is controlled by the Swedish Navigation Authority and is compulsory in Swedish coastal waters and along certain pilot leads (fairways) connecting ports along the coast.

The vessels subject to compulsory pilotage vary in size and type, according to location. For this purpose, vessels are divided into the following categories:

1. Category 1—Vessels carrying or with uncleaned tanks which last carried:
 - a. liquefied gas.
 - b. liquid chemicals defined in MARPOL '73 Supplement 2 Annex 2 as category A, B, or (if vessel does not have a double-skin hull under all cargo tanks) C.
 - c. liquid chemicals which, according to IMO bulk chemical code should be carried in Type 1 or 2 vessels.
2. Category 2—All other chemical tankers which are laden or have uncleaned tanks and all laden oil tankers.
3. Category 3—All other vessels.

Vessels should send a request for pilot at least 5 hours in advance to the appropriate pilot station stating when, and the area within which, pilotage is required. Any amendments should be notified at least 3 hours before the original time.

Vessels should establish radio contact with pilot station before arrival.

Vessels requiring a licensed deep sea pilot in the Baltic Sea area should send request at least 24 hours in advance to one of the following stations:

1. Baltic Sea—Lulea Pilots, Stockholm Pilots, Malmo Pilots.
2. North Sea—Goteborg Pilots.
3. Kattegat—Malmo Pilots, Helsingborg Pilots, Goteborg Pilots.

Requests for pilots for The Sound should be sent to Helsingborg Pilots for southbound vessels and to Malmo Pilots for northbound vessels, at least 5 hours in advance.

Regulations

Ships should obtain a copy of the harbor regulations from the harbormaster of each port. The following regulations are in force at most of the ports.

Masters of merchant ships arriving in port must report to the harbormaster the usual information relative to the ship, crew, and cargo.

Ships, unless obliged by necessity, must not anchor in, or off, the entrance channels, but if forced to do so, must shift berth at the first opportunity.

On entering the harbor limits, ships must display their national colors, and keep them flying by day until after the completion of the Customs visit.

Berths will be allotted by the harbormaster, and must not be shifted without his permission. Ships must shift berth if and when required to do so by the harbormaster.

Ships lying alongside a quay, or one another, must use sufficient and proper fenders, and if required by the harbormaster, must have their anchors stowed inboard, davits turned in, etc.

Ships are not to move inside the harbor at a greater speed than necessary for their convenient handling. They must not use their engines except at the slowest speed and for as short a time as possible just previous to their departure.

Steam whistles and sirens must not be sounded within the harbor, unless necessary to do so to avoid danger, or in accordance with the International Regulations for Preventing Collisions at Sea.

Securing cables, hawsers, warps, etc., must only be taken to the proper securing positions (bollards, rings, etc.) provided.

In many places special by-laws are enforced to prevent pollution of the water by the discharge of oil or other noxious matter from ships. Provision must be made when working cargo to prevent any falling overboard.

All foreign vessels within Swedish territorial waters sighting significant pollution by oil or other noxious material such as chemicals, or from solid waste, or ships suffering damage which causes, or might cause, the release of oil or other noxious material, must immediately report the fact to a coast radio station.

Ships are to pass jetties, harbor installations and moored boats at the slowest possible speed compatible with safe navigation to avoid damaging them by wash.

Ships passing lighted structures, which are in process of being replenished by boats carrying gas containers, or piers or jetties at which such boats are loading or discharging gas containers, should do so at a speed not greater than 5 knots when within a distance of about 200m from them; such boats can be distinguished by a red ball in the rigging.

Special regulations are in force in the inner coastal waters of Sweden against causing damage to the sides of channels cut through the ice, and for the marking of temporary bridges thrown across such channels. Ships carrying, loading or discharging explosive, inflammable or dangerous cargoes (including radioactive materials) must display by day, Flag B of the International Code of Signals and exhibit, at night, two

red lights, disposed horizontally about the centerline and at least 2m apart. These signals need not be shown by a vessel carrying only a small quantity of dangerous cargo, below the limits prescribed in Swedish regulations.

Anchorage is prohibited in the vicinity of submarine cables in Swedish waters. The positions of cables are usually marked by beacons or buoys, but the prohibition may or may not be indicated on the chart. This prohibition applies equally to power cables and telegraph cables.

Foreign state vessels (naval vessels and other vessels and hovercraft which are owned or used by a state and employed for non-commercial purposes) are not allowed to stop or anchor within Swedish territory unless it is necessary for the safety of the vessel. If the vessel is compelled to stop or if it enters Swedish internal waters because of distress, it shall make this known by giving an international signal and by notifying a Swedish military authority of the circumstances.

Restricted Areas

Special regulations are in force with regard to the stay of aliens and foreign ships within these areas. The regulations affecting ships and hovercraft are summarized below.

Foreign ships may without permission remain within a restricted area for a maximum of 72 hours successively at an anchorage and mooring as prescribed by the Swedish authorities. This period includes the time for passage through the restricted area to and from the place.

Foreign ships may without permission make use of such channels, shipping lanes and fairways in the restricted areas as are prescribed by the Swedish authorities. Passage through restricted areas shall be made without unnecessary stops and shall be for the purpose of direct passage or going to or from places where foreign vessels are permitted to be.

Should a foreign ship anchor or moor within a restricted area at a place where this is not permitted, the master of the ship shall at once inform the police, the customs or pilot authorities or the military authorities of the circumstance.

Such a report made to another authority than the police in the district in question where the ship has anchored or moored shall be passed on to the police authorities who in their turn shall inform the defense area commandant. Once the report has been made, only in an emergency shall the ship have any communication with land without the permission of the police.

If a foreign ship anchors or moors in a restricted area the police or customs authorities shall as soon as possible examine the ship's papers and the identification papers of those on board and also remind the ship's master of the relevant regulations pertaining to aliens who wish to leave the ship.

It is incumbent upon the ship's master to provide the requisite information concerning the ship and those on board.

Foreign ships may obtain permission to stay in the restricted area for a longer time or at another place or fairway than prescribed above.

Semi-Restricted Areas

Foreign ships may without permission remain within a semi-restricted area for a maximum of 72 hours successively at an

anchorage or mooring as prescribed by the Swedish authorities. The period includes the time for passage through the semi-restricted area to and from the place.

Foreign ships may without permission make use of such channels, shipping lanes and fairways in the semi-restricted areas as prescribed by the Swedish authorities. Passage through semi-restricted areas shall be made without unnecessary stops and shall be for the purpose of direct passage or going to or from places where foreign vessels are permitted to be.

Foreign ships with a hull which has either a maximum length of less than 12m or a maximum beam of less than 4m may remain without permission for a maximum of three months per calendar year within such parts of a semi-restricted area as are prescribed by the Swedish authorities.

Foreign ships may obtain permission to stay in a semi-restricted area for a longer time, or at another place or fairway or within another part of the area than prescribed above.

Special Regulations

Vessels in Swedish territorial waters, when in company with Swedish warships in daylight or when within 1 mile of Restricted or Semi-Restricted areas, are required to hoist their national flag. When at anchor in company with Swedish warships the national flag must be hauled down.

Vessels may be hailed by Swedish maritime, air or defense authorities, using signal SO or L of the International Code of Signals, and required to alter course or stop. They may also be boarded or instructed to enter harbor for examination. Restrictions may also be ordered on the use of the vessel's radio.

It is prohibited to land and remain on several islands and regions close to the Swedish coast. Notices are posted to this effect. This edict also pertains to military installations and naval dockyards. Foreign ships should obtain copies of the Police Regulations for restrictions against photography, surveying, and anchoring in defensive areas.

Swedish War Harbors

Foreign warships are not, without special permission, allowed to enter Swedish war harbors, and any foreign vessel within the limits of these harbors must employ a pilot and only proceed through the authorized channels.

Search and Rescue

Sea and rescue stations, patrolling motor lifeboats, or pilot cutters available for lifesaving and equipped with radar, are based at Swedish lifesaving stations along the coast.

Certain Customs posts in coastal ports are equipped with lifesaving apparatus; their organization is controlled through a number of centers which can be alerted through Swedish coastal radio stations.

An air-rescue service is maintained to search for and relieve vessels, or aircraft, missing or in distress.

Swedish Coast Guard Communications Centers are located at Umea, Harnosand, Furusund, Stockholm, Gryt, Karlskrona, Glumslöv, and Gravarne.

The following coastal radio stations serve as centers for alerts and information concerning sea rescue:

Goteborg, Karlskrona, Tingstade, Stockholm, and Harnosand radios, and Malmo marine center.

These coastal stations are to be alerted by radio from a vessel, by telex, or by radio from another Swedish, or foreign, coastal station, or by telephone, "sea rescue" by a land observer.

The coastal station, upon receipt of a report that a vessel, or aircraft, is in distress, or missing, will activate those rescue units, consistent with need, deemed best positioned to take part in the rescue effort.

These units may be nearby vessels, sea rescue stations, pilot and light locations, coastal customs offices, police communication switchboards, applicable military command or naval base, air rescue headquarters, and pertinent civilian and/or military traffic controllers.

Contact may, in certain instances, even be made with other coastal stations, the Swedish Radio, foreign sea rescue services, and salvage companies.

The coastal stations will, while rescue operations are in progress, keep participating sea rescue agencies and individual rescue units advised of the situation, as well as of the plans of the different units involved, the actions taken and observations made, in order to coordinate the efforts of the different agencies involved.

The coastal station, upon determining that the mishap is minor, or of a nature such that the mounting of a large-scale rescue effort is unnecessary, will advise the entity concerned where to seek help, or of the measures required under the circumstances.

Pilot and light locations have VHF for radiotelephone communications during sea rescue operations. Emergency traffic can use 156.8 MHz (Channel 16). Pilot and light locations, with a few exceptions, also have radar.

Communications centers and lifesaving craft may also be contacted on VHF in emergency. Call "SJORADDNING (Sea-rescue)."

Signals

Minesweepers

Minesweepers engaged in minesweeping operations display the signals prescribed by the International Regulations for Preventing Collisions at Sea.

In addition Swedish naval vessels will use the following signals:

1. When engaged in acoustic minesweeping, Morse Code Letter "U" flashed in the direction of any approaching vessel; a minesweeper making this signal should not be approached within at least 1.5 miles.
2. When towing minesweeping apparatus or other military gear, but not engaged in minesweeping operations the vessel will display:
 - a. By day—Flag "D."
 - b. By night—Three lights, red, white, green, disposed vertically.

Such vessels should not be approached within 0.1 mile.

3. When engaged in destroying mines or rendering mines safe, a vessel will display:
 - a. By day—A red flag.

- b. By night—A red light.

Such vessels should be given a wide berth.

Dredges

Dredges in Swedish waters and vessels at anchor similarly obstructing navigation show the following signals in addition to the lights and signals for a vessel at anchor required by the International Regulations for Preventing Collisions at Sea:

1. On the side on which a vessel may not pass:
 - a. By day—A red ball.
 - b. By night—A white light over a red light.
2. On the side on which a vessel may pass:
 - a. By day—A black double cone.
 - b. By night—A white light over a green light.
3. In fog and reduced visibility:
 - a. Vessels to pass N or E of the dredge—Double strokes of the bell for 5 seconds every minute.
 - b. Vessels to pass S or W of the dredge—Triple strokes of the bell for 5 seconds every minute.

During diving operations a red and blue flag, divided diagonally, is shown; vessels should proceed with caution and if possible pass with engines stopped.

Marking of Fishing Gear

Drift nets are marked by day with a black barrel or buoy, or with a buoy which may have a triangular flag. By night, they are marked by a white light.

Fixed nets are marked at the outer ends by day with two square flags, one of dark color and the other of light color, and at night with a violet light.

On the Swedish coast, fishing gear which is not laid in the customary navigational channels is marked with floats by day and by night, with a violet light at the fixed end and a white light at the drifting end.

Swedish Fishing Markers

In Swedish waters, fishing gear which is not laid in the customary navigational channels is marked with floats by day.

At night, a violet light marks the fixed end and a white light the drifting end. Caution must be exercised not to foul the gear.

Eel nets are usually set out from May to December along the S coast of Sweden. The nets are either made fast to poles or strung from anchored plastic balls. The outer end is marked by a fixed violet light and a black flag, or a topmark on the outermost pole. Vessels are advised not to approach this coast within a distance of 1.5 miles.

Swedish Lightships

Swedish lightships may exhibit the following signals if a vessel is observed standing into danger. A gun may be fired, the Morse letter "U" may be made by siren or flashing light, or the International Code flag "U" is displayed.

Lightships out of position discontinue their characteristic lights and fog signals. If possible, they will lower their daymarks and make the following signals:

1. By day—Two black balls, one forward and one aft. Red flags may be substituted, if the balls constitute the normal daymark. The International Code Signal "LO" is also shown.
2. By night—Two red lights, one forward and one aft. Also two flare-up lights, one white and one red shown

simultaneously every 15 minutes. If the flare-ups are not available, a red and a white light will be shown.

Speed Signals

Ships passing through mined waters close astern of naval ships, or leading ships with the pilot aboard, shall comply with the following semaphore and sound signals made by flag or whistle:

1. By day:
 - a. PROCEED—Flag extended horizontally.
 - b. STOP—Flag extended overhead and swung to both sides.
 - c. REVERSE—Flag extended vertically downward.
2. By night or in fog:
 - a. PROCEED—The Morse code letter "C."
 - b. STOP—The Morse code letter "H."
 - c. REVERSE—The Morse code letter "S."

A red ball displayed in the rigging of a vessel lying at a light station indicates that passing ships must not proceed at a speed greater than 5 knots at 0.1 mile off the moored vessel.

Local speed restrictions are in force within harbors and channels, especially in the Swedish archipelago.

Time Zone

The Time Zone description is ALPHA (-1).

U.S. Embassy

The U.S. Embassy is situated at Strandvagen 101, S-115 89, Stockholm.

The mailing address is American Embassy Stockholm, Department of State, Washington, DC 20521-5750.